

The 1894 land ownership map of the area¹ indicates that what is now Western Drive runs unbroken along the western shore of the *Potrero*. This is roughly the same route of the Bay Trail as it appears on various planning documents. There is even a notation at the current location of the long wharf of a "wharf franchise." Historically, the wharf was intended to coexist with the road.

There is a lot of history missing from the DEIR that is germane to determining the impact on access to the *Potrero of San Pablo*.² According to the DEIR, the SLC lease was initiated only in 1947, some 45 years after the original wharf was constructed. The wharf was, therefore, illegally occupying public land for its first 45 years. Sometime during that same time frame, probably in similar fashion, Chevron appropriated a portion of Western Drive and closed it to the public. Indeed, the current Western Drive pavement continues unbroken from the northwestern tip of Point Richmond into and through the refinery impeded only by a wooden gate. There is no record of exactly how and when this was accomplished and whether or not it was done legally. Local lore is that Western drive was never legally closed to public use or vacated. Chevron simply appropriated it. Certainly, there is no information about this in the DEIR.

The DEIR makes a huge leap of credibility in proclaiming that "Refinery property and associated operations are separate from Long Wharf operations, are not part of the proposed lease, and are not under jurisdiction of the CSLC."³ The refinery and the long wharf have been joined inextricably since 1902, and one could not exist without the other. If it were not for the long wharf and the pipelines connecting it to the refinery, Western Drive presumably would still run along the western part of the *Potrero of San Pablo*, connecting Point Richmond with Point San Pablo. If the wharf lease were not to be renewed, Chevron could no longer operate, and neither the refinery nor the wharf

¹ Map Showing Portions of Alameda and Contra Costa Counties, California, Compiled from official and private maps, surveys and data, under direction of Theodore Wagner by George Sandow, PE (1894).

² Jacob Tewksbury, M.D., who came to the Bay Area from Argentina, owned much of the land now occupied by Chevron, USA. Though much of his acquired property was marshland, the enterprising Tewksbury constructed levees extending across the waterway, which began a silting process that was assisted by the deepening of channels around Mare Island. When the silt was sufficient to make the island accessible by foot at low tide, Tewksbury petitioned the government to have the waterway declared land, making it available for private ownership. In 1895, Augustin Macdonald, who was on a duck hunting trip, took a hike up Nicholl Nob and "discovered" Point Richmond. Noting the breathtaking beauty of the spot, he also noticed the deep water off what we now call Ferry Point, and recognized its potential as the westernmost terminus being sought by Santa Fe Railway Company. And, on July 4, 1900, Santa Fe's first Ferry, the "Ocean Wave" initiated service to San Francisco from its Ferry Point Terminal by carrying a large crowd of revelers over from San Francisco. Santa Fe's tracks, leading through the tunnel to Ferry Point, provided the first 'solid land' connection between Point Richmond and the mainland. Mrs. Emily Tewksbury, who by 1901 was a wealthy widow, made use of her husband's legacy by selling several acres of his previously underwater land to Standard Oil Company. Soon a fast growing refinery completed the closure of a waterway that had served as a shortcut from San Francisco to San Pablo Bay. (Point Richmond History Association)

³ DEIR 4.5-16